

(a) the extent to which the country's tourism industry has suffered due to prevalence of unstable conditions in Jammu and Kashmir; and

(b) steps being taken to revive this industry so as to restore it to its original status and importance?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA) : (a) Tourism industry in the Kashmir Valley suffered a set back due to prevalence of unstable conditions in the area. However, there has been no adverse impact on other areas and tourism industry of the country as a whole.

(b) With a view to revive the tourism industry in the States, tourism has been declared as an industry by the State Government of Jammu and Kashmir. The Central Government has announced writing off of outstanding loans and interests of all borrowers in tourism industry who have been affected due to militancy and whose original borrowing was less than Rs. 50,000/- The Government has also taken steps to undertake a feasibility study for the establishment of a Convention/Conference Centre at Leh.

[Translation]

Indian Steel Industry

*276. JUSTICE GUMAN MAL LODHA:
SHRI SURENDRA YADAV :

Will the Minister of STEEL be pleased to state :

(a) whether the attention of the Government has been drawn to the news item captioned "India unlikely to have cutting edge in steel market study" appearing in daily '*Business Standard*' dated December 27, 1996;

(b) if so, whether international Finance Corporation related to World Bank has presented a pitiable condition of Indian Steel Industry in its report;

(c) if so, the details thereof;

(d) whether the Government have looked into the shortcomings pointed out in the report; and

(e) if so, the details thereof and the steps proposed to be taken to remove them?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA) : (a) to (c) The attention of the Government has been drawn to the news item captioned "India Unlikely to have cutting edge in the steel market study" published in '*Business Standard*' from Delhi on December 27, 1996.

A paper entitled "The Challenge of Financing Indian Iron and Steel Expansion in the 1990s and Beyond" prepared by two experts of International Finance Corporation, Washington, in their individual capacity, have

expressed concern on cost of capital and lack of infrastructure spending and opined that with protection being lowered, Indian steel makers will be forced into a more competitive environment.

(d) and (e) Government are aware of the issues raised in the paper. Infrastructure related issues like power, road, railway, ports are already engaging the attention of the Government.

[English]

Strength of Locomotives

*277. SHRI NAMDEO DIWATHE: Will the Minister of RAILWAYS be pleased to state :

(a) the total numerical strength of locomotives by standard classification, Division/Zone-wise *vis-a-vis* the project of requirement of additional locomotives to meet increasing passenger and goods traffic for the next five years;

(b) the details of programme finalised to phase out Engines/extending longevity of old engines through appropriate technological upgradation for the next five years;

(c) the extent of fund requirement for the purpose and strategy worked out to mobilise such a huge requirement of funds;

(d) whether international cooperation has also been sought in import/upgradation of Indian locomotives and modernisation of units; and

(e) if so, the details thereof and present status of the projects cleared for implementation under consideration?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : (a) The total electric, diesel and steam locomotives on Indian Railways as on 31.3.96 were 2387, 4313 and 209 respectively. The railway-wise details are as under:

Railway	Electric Locos	Diesel Locos	Steam Locos	Total Locos
1	2	3	4	5
Central Rly.	596	660	3	1259
Eastern Rly.	381	524	—	905
Northern Rly.	253	654	4	911
North-Eastern Rly.	—	221	55	276
N.F. Rly.	—	226	54	280
Southern Rly.	150	434	10	594
South Central Rly.	208	441	—	649